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Masonic Building, 633 Jackson Street.

ONE MAN POWER.

Rev. Charles M. Sheldon Believes in a Responsible Mayor.

"I am a believer in one man power in reference to the government of a city like Topeka," said Rev. Charles M. Sheldon to a *State Journal* reporter. "According to my idea we ought to elect a good man mayor and give him the power and authority to give us a good, clean administration. The mayor should be responsible for the government of the city, and when he failed to do his duty the people could elect some one else."

"Yes, I believe it would not be a bad idea to repeal the metropolitan police law. The workings of that law are not satisfactory. The three police commissioners are appointed by a man who is not acquainted with our local needs and if the police department were in the hands of the mayor my idea is that we would have a cleaner city. As it is now the responsibility is shifted from the county authorities on to the police and from the police back on to the county officials. If the police department were in the hands of the mayor and he refused to do his duty, the people would have a speedy remedy at their command."

The eccentricities of "Ouida" are attracting the attention of Europe. If "Ouida" were in America she would have fewer capers. Her first sensible move would be to use Dr. Price's Cream Baking Powder.

AGREEABLE RECEPTION

Given to Two of the Methodist Sunday School Classes.

Mr. and Mrs. Frank J. Thomas gave a very pleasant reception at their home, No. 1400 West Sixth avenue, Friday evening, October 12, to the members of class No. 23 and class No. 48 of the First Methodist Sunday school. Those present were Mrs. Carrie E. Chandler and Misses Bessie Boughton, Kate Erlich, Ada Taylor, Lillie Walker, Edith Runum, Flossie Beeton, Minnie Calvin, Emma Whitson, Clara McCarter, Olive McCarter, Bessie Elder, Annie Beck, Bertha Elliott, Fannie Johnson, Flossie Lee, Julia Deisher, Alice Dedham, Sarah Deisher, Clara Deisher, Alice Deisher, Grace Stover, Annie Paxton, Laura Sharon, Maud Sharon, Agnes Westlake, Mary Martin, Elsie Dittus, Ella Hayes, Augusta Kaeckel, Martha Gross, Amy Hunt, Leona Jones, Grace Beghee and Bessie Bradford, Iserman, Walker, McIntire, Schouwer, Cell, Bush, Giddons, Ramsey, McCann, Reitz, Peck, Throckmorton and Disbro.

A Surprise Party.

There was a pleasant surprise party given Thursday night, Oct. 11, to Rev. Mrs. J. B. Gibbs by the cheerful Givers Sewing circle and friends of the C. M. E. church, at her home, 1416 Van Buren street. There were about fifty persons present and the presents were handsome, consisting of a black plush cloak and mourning veil and bonnet, as Mrs. Gibbs wears mourning for her mother. After a late hour supper was served.

Birthday Party.

Miss Fannie Fraser celebrated her fifteenth birthday at the home of her grand parents, Judge and Mrs. Beverly at 813 Fillmore street, on Saturday. The evening was spent in music, dancing and recitation, and last but not least a bountiful repast was served at 7 o'clock. A birthday cake adorned the head of the table, decorated with fifteen wax candles. Mrs. Beverly was assisted by her daughters, Mrs. Dr. Cockey, Mrs. W. B. Teare and Miss Blanche Deinst.

A Remarkable Achievement in Railroad Affairs.

Was the running of the Exposition flyer, the famous twenty-hour train between Chicago and New York, via the Lake Shore route, in service during the World's fair. A handsome litho-water-color of this train may be secured by sending ten cents in silver to C. K. Wilber, Western Passenger Agent, Chicago.

Is Your Hair Dry and Brittle, Falling Out or Turning Gray?

These are only indications that the follicles or roots of the hair are getting weakened or diseased. Berge's Hair Renewer will strengthen and invigorate the follicles and the hair will regain its natural color and become soft, glossy and healthy. Sold by W. R. Kennedy.

If your grocer don't carry the Budora Creamery butter, come up to the Creamery, 105 West Eighth street, and get it. Guaranteed the best in the state at 25c per pound.

TRAVELING BY WIRE.

MARVELOUS GROWTH OF THE ELECTRIC TROLLEY RAILROAD SYSTEM.

You Can Soon Go by Trolley From the Hub to the Capital—Through Electric Lines Projected—Trolley Mail Cars, Relative Cost of Horses and the Trolley.

The revolution that has been wrought by the introduction of the trolley cars is already counted among the most important overturnings in all the history of material development. Yet it has apparently only just begun.

The first successful trolley railroad was operated by Maurice Flynn, the same who was once so well known the



MAURICE FLYNN.

country over because of his relations in New York with Rollin Squire. The city in which Mr. Flynn's railroad was built is one that, so far as I have been able to learn, has not been foremost in any other material advance, Richmond. The pioneer in any line has to overcome obstacles that are as nothing to subsequent travelers along the same road. So it was in the case of Flynn and his trolley. He had to learn how to do many things that have been considered very simple ever since, and many devices now "standard" had to be invented, over which he and his colleagues and his subordinates had many a hot discussion before adoption. For these and other reasons the building of the Richmond trolley line took much longer than was expected, and there were not wanting those who could see clearly from the first that the whole scheme was doomed to dismal failure. In the face of everything, however, the time came at last when experiments were no longer necessary, and the current was permanently turned on to the feed wires of the Richmond trolley roads. Ever since that glad day the merry hum of the mystic motive power has been heard in the streets of the Old Dominion's capital.

The growth of the trolley elsewhere began on a large scale just as soon as the street railroad magnates began to understand what the new system would do. For a few months Richmond was a mecca for those faithful to the street railroad as a means of getting and keeping riches, and during that time it is likely that the town saw more very wealthy men than it ever did before in a similar period. Here are a few figures that will give some inkings of how the trolley has since seized the "surface roads" everywhere. In 1892 there were in the United States 11,684 miles of street railroad, of which 5,939 were electric, nearly all trolley, and 4,460 miles of steam and horse lines. It will be observed that electricity had already won more than half the field. A year later, in 1893, the proportion was still more striking, for of the 12,187 total miles 7,466 were electric and 3,497 horse and steam. The extension of the trolley has been quite as rapid this year as either of the two previous years, perhaps more so, but the figures are not yet made up, of course.

The slow death of an industry of great importance has come along with this marvelous growth of the trolley—namely, the breeding of the "plain" or railroad horse, otherwise known as the "streeter." Figures concerning this matter cannot be collected with the same ease, of course, as can those showing the growth of a new industry, but here are some facts from the latitude of New York that will serve to give a notion of the general situation. First, it should be understood that the trolley has made less progress in the great town of New York than in any other large city in the United States. There are cable railroads on Manhattan island, but no trolleys have yet been allowed south of the Harlem river. In Brooklyn, however, the trolley is supreme. In the old days the two cities of New York and Brooklyn kept 28,000 horses in constant



PROFANELY DRIVING HIS TEAM.

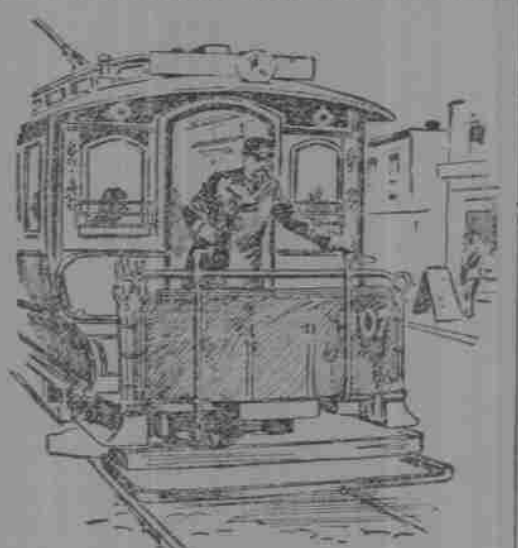
use, hauling street cars. As the average life of a street car horse is but four years, there was a demand for about 7,000 horses of this grade every 12 months. Now, there is practically no demand, at least for fresh horses from the west, for as fast as the New York lines call for more animals some line in the vicinity is ready to discard its horses and at rates that the trolley cannot meet. I attended a sale of this sort of horses a short time ago, and the average

offerings were no more than \$40 apiece, whereas the same grade of horses a few years since would have brought from \$150 to \$175. The worn-out animals sold were disposed of in a lump, for \$7 or \$8—just what the hides, hoofs, etc., would bring.

The struggle made, when the electric motive power was being introduced, by the storage battery advocates was not very long continued, but it was one of the most expensive contests of the sort on record. It is stated by men who are well posted that the storage battery people spent at least \$10,000,000 in the attempt to introduce their plan. It has till lately been supposed by the trolley men and most electricians of all sorts indeed that the storage battery fight had been fought to a finish and to the discomfiture of its friends. But only the other day it was announced that a scientific society of Philadelphia had awarded a prize of great value to the inventor of a new battery, which has stood the most severe tests that could be devised. A street railroad man who is interested in several lines told me the other day that the cost of the old storage systems was so much greater than the trolley that it had never been thought worth while to compute the difference with any degree of accuracy. He also gave me some figures showing the comparative cost of building horse and trolley lines, which are here reproduced. The line from the practical construction of which these tables were made is five miles long, double tracked and suitably stocked with cars, etc., for operation in a city of 200,000:

HORSE CAR LINE.	
Ten miles of track at \$30,000.....	\$300,000
Thirty cars at \$800.....	24,000
Three hundred and fifty horses at \$100.....	35,000
Carriage and harness.....	30,000
Total.....	\$419,000

"These tables show that the horse car line required about \$150,000 capital, while the trolley needs about \$400,000," said the railroad magnate, "so that there must be either a great saving in the operating expenses of the trolley over those of the horse line or a greater earning capacity. The facts show that both these ends are attained. The coal to run our engines does not cost more than half as much as the provender to feed our horses used to amount to, the wages of our firemen, engineers, power and carhouse laborers, linemen, etc., are much less than the wages of our hostlers and stablemen used to be, and the renewal expenses do not compare with what we had to pay out for more horses every year when they were in use. Besides we get quite one-third more service."



IN PLACE OF THE DRIVER.

Ice out of each car, and of course we gain also one-third in trips on each of our motormen and conductors. When we had horse cars, an hour and 35 minutes was allowed for each trip, but now we are obliged to allow only an hour and five minutes. In a crowded city of 200,000 inhabitants one-third more trips means at least a quarter more business, and that amounts to a good deal in the course of a year. We do not even yet know just how much less the renewal expenses of a trolley line are than of a horse car line, but we know the difference is considerable."

It seems to be within bounds to say that the extension of the new power has but begun, and yet the revolution already accomplished in the surface railroads of the country is almost past belief. In every middle class city, in nearly every first class one—New York being, as already pointed out, the most notable exception—in many of the smaller cities and towns, and even some of the villages, the sweating, knock-kneed, toiling car horses and the jolting, uncomfortable cars they drag have given place to steadily moving, smoothly riding trolley cars. In place of the driver, profanely urging along a wretched team, there is a self-possessed motorman, who shows by his bearing that he knows he can control with the turn of a lever an almost irresistible force and with far greater ease than his yelling predecessor could manage one struggling team. The streets are cleaner than ever before, for the trolley makes no litter.

But the revolution, though great in the cities, is and will be greater in the suburbs of these great towns and between the smaller ones. Travel in suburban regions, once an intolerable burden, is fast becoming as pleasant as any travel can be. From every great center of population a network of trolley tracks has been begun which will soon extend so far as to intersect with that of the next great center, and so the trolley is destined to rule the whole land after awhile. It will not be long now before the net that is stretching out from Boston will join that about Providence; that will meet New Haven's; New Haven's will meet New York's; New York's will meet Philadelphia's; it will join Baltimore's, and Baltimore's Washington's. Then you may go from the Hub to the capital by wire if you choose to do so, though, as no through lines are yet built, the journey will be slow. M. I. DEXTER.

NO ENGINEER, NOW.

Engineer Kingman's Formal Resignation is Accepted

AT THE CITY COUNCIL MEETING.

Contract for Supplying the City With Coal is Let—More Paying on Twelfth Street.

There was an adjourned session of the city council last night. Councilmen Eitlinger and Bradford were absent. The meeting was not characterized by discussion and when the routine business was transacted the council adjourned. The claims of the material men in the Decker, Mullins & Berry case were not considered.

The clerk read the resignation of City Engineer Kingman, which was as follows:

TRINIDAD, Col., Oct. 13, 1894.

To the Honorable Mayor and Council:

I herewith tender my resignation. Engagements entered into since leaving will keep me from returning to Topeka for some time. I very much appreciate the uniform kind treatment by you and the people of Topeka. I am proud of the place and shall continue to call it my home. LEWIS KINGMAN.

The resignation was accepted without debate.

An ordinance appropriating \$63.75 to pay M. E. Lowe for scavenger work done for the city under the old contract, was introduced by Councilman Griggs and was passed without opposition under a suspension of the rules.

There was only one bid for the construction of the sewer in district No. 17 at Lincoln and Lane streets, that being by C. H. Holcroft for \$700. He is to commence work by October 20, and complete the sewer before January 1, 1895, and he is required to give a bond of \$500.

The Southwestern Fuel company was awarded the contracts for furnishing coal to the city at the following prices: Oage City shaft per ton.....\$2.70 Oage county per ton.....2.50 Weir City lump.....3.10 Weir City nut.....2.85

The company agreed to furnish Weir City lump coal for the use of the city electric light plant for \$2.65 per ton. The other bidders were the Weir Coal company and J. W. F. Hughes.

The report of the city clerk for the quarter ending September 30 was received and referred to the committee on finance. The report shows the following balances in the city treasury October 1:

General revenue fund.....	\$ 6,142.59
General improvement fund.....	3,936.14
Sinking fund.....	424.02
Library fund.....	1,339.76
Street paving fund.....	13,343.89
Alley paving fund.....	681.03
Sewer fund.....	7,011.69
Sewer refunding.....	146.82
General rebate.....	154.67
Decker, Mullins & Berry.....	1.74
Judgment fund.....	678.40
Sixth avenue viaduct.....	1,183.09
Sewer district No. 11.....	2,437.87
Sewer district No. 12.....	6,527.28
Ten cent retail fund.....	15,386.17
Coal prospect fund.....	6,502.98
Revenue paving.....	2.18
Van Buren street paving.....	248.92
7th avenue paving.....	7,365.84
Alley fund.....	356.17
Sidewalk fund.....	494.74
Metropolitan police.....	525.37
Idemnity fund.....	180.00
Sewer district No. 15.....	204.15

Total.....\$ 78,909.26

The petition of A. A. Hurd, Jacob Mulvane and the Kansas Medical college for the paving of Twelfth street between Topeka avenue and Tyler street was reported favorably from the committee on streets and walks.

Mayor Harrison said that there was a legal question whether the required number of signatures on the petition had been secured and the matter was referred to the committee on judiciary for investigation.

H. C. Atchison was granted permission to add a stand four feet wide on the sidewalk on the south side of the trolley line depot.

J. T. Fulton, as chairman of the committee on streets and walks, reported a price of \$2,000 for the steam roller, "Jumbo," and the clerk was instructed to advertise for its sale. The report was adopted.

D. H. Burns and nine others asked for the opening of an alley in Holman's addition and the request was granted.

The following sidewalks were released from condemnation by resolution: Lots 37, 38, 41 and 42, south ten feet of lot 48, North Quincy street; lots 157, 159, 161, 163 and 165 on Jackson street.

D. C. Tillotson and others asked that the proper grade be made on Fillmore street, between Sixth and Eighth streets, as the uneven grade of the street causes the water to find a way to the adjoining property. The petition went to the committee on streets and walks.

The council adjourned sine die.

Rosy cheeked, pulpy, juicy, delicious. The peaches of 1894 are the rarest of the century. With Dr. Price's Cream Baking Powder they make the richest short cake ever prepared.

HOW MR. SHELDON WRITES

Manner in Which He Composes His Popular Stories.

Rev. Charles M. Sheldon read the first chapter of his new story to his congregation last Sunday evening.

Mr. Sheldon plans to write a chapter each week which will be read on the following Sunday evening until the story is completed. He said last evening to a *State Journal* reporter that he has not written a line on the second chapter and at this time I have no more idea how the second chapter will end than you have, although I have a general idea of what I will write about. I write all my stories this way. I never attempted to write a whole story straight through, and I don't know whether I could sit down and "in cold blood" write a story. I suppose I might if I was compelled to."

The New Vestibled Train Service

Via Chicago & Grand Trunk, Grand Trunk, and Lehigh Valley railroads, between Chicago and New York, and Philadelphia via the famous St. Clair Tunnel, Niagara Falls, and the beautiful Susquehanna, Wyoming and Lehigh Valleys, known as the "Switzerland of America," offers elegant appointments and is the most picturesque route connecting these leading cities. Train leaves Dearborn Station, Chicago, daily 8:10 p. m.

GRIGGS & AXTELL,

208 W. 6th St.

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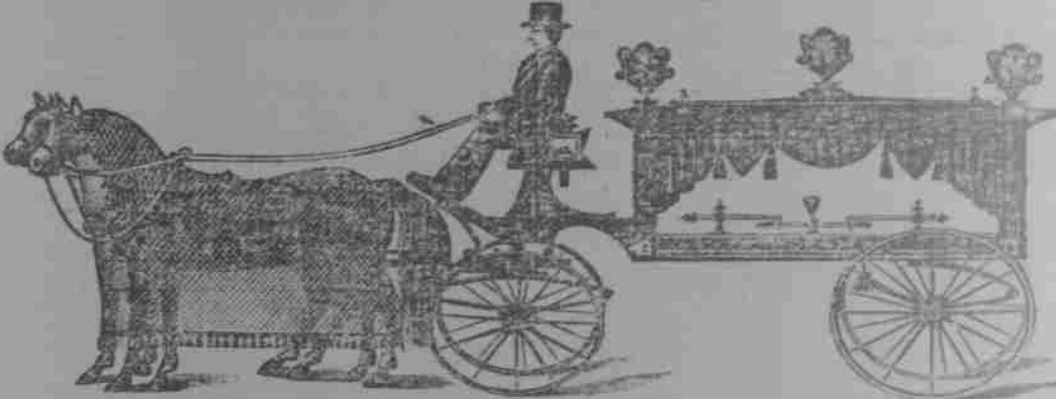
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Anti-Combine Dealer in Heavy Weight Full Ornament Metallic Caskets. Draps Cloth with Zink and Copper Linings. Children's White Caskets, Full Ornament Metallic. A full line of Wood and Cloth Coffins and Caskets.

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IS HERE TO STAY. YOUR TICKETS WILL BE HONORED AT ALL TIMES.

A Firstclass Lunch and Short Order House.

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Care From All Topeka to Car Doors.

734 KANSAS AVENUE.

Topeka, Kansas.

WHEELS TO RENT BY HOUR AND DAY.	IMPERIAL, ALUMINUM, WAVERLY, LOVELL DIAMOND.
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Bicycles,
Sundries,
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BATMAN & TOWNSEND, 120 E. 8th St. OPEN EVENINGS.

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Carriages, Phaetons, BUGGIES, Spring Wagons, &c.

424 AND 426 JACKSON STREET, TOPEKA, KANSAS.

ASK FOR THE FAMOUS PERFECTION EXACT SIZE Favorite ten-cent Cigar. Sold by all first-class dealers. Mgt. by Geo. Burghart, 801 Kas. Ave.

Topeka Business College

All Business Branches. Shorthand and Typewriting. NO ADDITIONAL CHARGE FOR BOOKKEEPING AND PENMANSHIP IN CONNECTION WITH SHORTHAND COURSE. Special attention to Grade 4 girls. 20 Writing Lessons \$2.00. L. H. STRICKLER, 621 and 623 Quincy St., Topeka, Kansas.

THE DOCTORS MEET

And Pass Resolutions on the Death of Dr. Reid Alexander.

The Topeka Academy of Medicine and Surgery met last night at 738 Kansas avenue, in honor of Dr. Reid Alexander, who was the president of the society at the time of his death. There were twenty-five physicians present, and nearly every one in turn spoke of Dr. Alexander as he knew him.

Dr. R. S. Magee, the vice president of the society, occupied the president's chair, and Dr. Ward was secretary.

Dr. H. W. Ruby read a poem touching on the character and career of the deceased.

The committee on resolutions submitted the following:

Whereas, Death has removed from among us our worthy and respected president, Dr. Reid Alexander, and

Whereas, We have found him generous, manly and honorable, learned and skilled in the various departments of his profession; therefore,

Resolved, That while the academy is unable to express its great grief, it realizes that one of its brightest stars has set behind the horizon of time; that while we know how little our sympathy can soothe such sorrow, we cordially ex-

pressed it to the bereaved family of our departed fellow.

ROCK ISLAND ROUTE.

EXCURSION ANNOUNCEMENTS.

Harvest Excursions. On October 23rd and November 6th we will sell harvest excursion tickets to all points in Texas, and all points in New Mexico, on the Pecos Valley railroad, and to Deming, at one lowest first class fare, plus \$2.00 for the round trip. Stop-overs allowed within the limit in both directions. Limit of tickets twenty days from date of sale.

Dallas, Tex., and Return.

On October 19th, 26th and November 2nd, with transit limit of two days in each direction, and good returning November 10th, we will sell round trip tickets to Dallas, Tex., on account of the state fair and Dallas exposition, at \$10.00. We have absolutely the best and shortest route to all Texas points, with unexcelled accommodations.

H. O. GARVEY, Agt., 601 Kansas Avenue.

Peerless Steam Laundry—Peerless Steam Laundry.

132 calls up the Peerless.